FilmL.A., Inc.
6255 W Sunset Blvd, 12th Floor
Hollywood, CA 90028
t: (213)977-8600 - f: (213)977-8601
www.filmla.com

Summary Information

Permit No: F00135741-A **Type of Permit:** FILMING **Release Date:** 04/05/2018

Production Company RESET CONTENT, LLC

Insured Company Name RESET CONTENT, LLC
Contact Phone No. 1 310-392-5600
Contact Phone No. 2
Fax
Address 1616 17th Street
SANTA MONICA, California 90404

Production Title KFC

Type of Production Commercial - Standard

Producer ARIS MCGARRY

Director GARY FREIDMAN

1st AD STEVEN DANTON

Production Manager KEVAN DIRINPOUR

FilmL.A. Coordinator Daniel Poissant

Location Manager CARSON TURNER
Primary Phone Mobile - 310-991-1090
Secondary Phone

Location Assistant N/A N/A
Primary Phone Mobile - 000-000-0000
Secondary Phone

Fees

FILMLA NON-REFUNDABLE FILM PERMIT RIDER FEE	$105.00

Total Permit Fee $105.00

Number of Locations 1

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Summary Information — Location

Permit Number	F00135741-A	**Location Manager**	CARSON TURNER
Production Company	RESET CONTENT, LLC	Primary Phone	Mobile - 310-991-1090
Insured Company	RESET CONTENT, LLC	Secondary Phone	
Production Title	KFC		

Location Address	Berth 60, Los Angeles, CA, 90744
Location Type	Berth
Prep Dates	4/3/2018 - 4/3/2018 07:00 - 19:00 1 day
Film Dates	4/4/2018 - 4/6/2018 08:00 - 20:00 3 days
Strike Dates	4/7/2018 - 4/7/2018 07:00 - 19:00
Open or Closed to the Public	Closed
Generic Conditions	*LAFD UFSO: Company must contact FilmL.A. for extension of the Uniformed Fire Safety Officers' hours. During normal business hours, UFSO must also inform the LAFD Film desk of the extension. FAA (UAS): Failure to adhere to any applicable limitations of UAS usage will result in immediate shutdown of UAS activity FAA (UAS): UAS may not be operated directly over any person, unless authorized by FAA FAA (UAS): UAS must be operated at an altitude of no more than 400' above ground level FAA (UAS): UAS operations may not be conducted during night (1/2 hour prior to sunrise, 1/2 hour after sunset). FAA (UAS): UAS Operator must conform with all FAA Regulations FAA: Company must notify Air Operations for LAPD (213-485-2600) and LAFD (818-756-8635) at least 1/2 hour prior to activity. FAA: LAPD Air Support Division has been notified of aerial activity. Must comply with attached conditions Must Maintain 5' Clearance on Sidewalks/Walkways Must maintain local/emergency access No cast or crew parking on area streets No interference with merchant activity. No interference with vehicular or pedestrian traffic No Parking in handicap spaces at anytime.
Please see attached documents	Harbor Conditions - Environmental.pdf Harbor film conditions.pdf reg.pdf license.JPG COA.pdf NIGHT.pdf

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Summary Information — Location

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Production Title	KFC		

FAA.pdf
QUESTIONNAIRE.pdf

Equipment on Location

Type	Quantity
5 or 10 ton trucks	5
Camera cars	3
Cast/Crew vehicles	75
Catering Truck	1
Cube Trucks	2
Generator	1
Motor Homes	2
Picture vehicles	1
Portable restrooms	1
Trailers	4
Vans	4

Personnel on Location

Type	Quantity
Cast	5
Crew	65
Extras	15
LA City UFSO assigned	42458

Filming Activities Aerial Photography with remote control aircraft. (UAS); Equipment on property; Interior and exterior dialogue; Filming on 146' yacht tied to/near dock (within 15'); Support boats in water with camera and equipment; ; Drone activity (4/6 only): aerial shots of activity on docked yacht/harbor (at or below 500' AGL);

Jurisdiction **Political:** Los Angeles City - Council District 15 **Police:** Los Angeles Police Department **Fire:** Los Angeles City

Coordinator Note PER PORT OF LA:
Yacht anchoring and waterside activities may not interfere with vessel transit scheduled on April 4 at 1800 hrs (subject to change, monitor with LA Pilot Station, 310.732.3805)

Coordinator Note UFSO REQUIRED
4/4; 0500-2000 HRS
4/5; 0500-2000 HRS
4/6; 0500-2000 HRS
2293 Miner St, San Pedro, CA, 90731 (CABRILLO WAY MARINA)

ON 4/4, UFSO FOLLOWS TO:
2500 Signal St, San Pedro, CA, 90731

ON 4/4, 4/5, & 4/6 UFSO FOLLOWS TO:
Berth 60, Los Angeles, CA, 90744

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Summary Information — Location

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Production Title	KFC		

Coordinator Note LA Port Police Marine Unit assigned April 4-6 from 0600-2000 hours.

Approved by J. DiTucci, Harbor Wharfinger, 310.732.3810. Under jurisdication of LA Port Police, 310.732.3500.

Coordinator Note RIDER A ADDS DRONE ACTIVITY

Parking

Base Camp
Location Type : Filming Location

Crew Parking
Location Type : Filming Location

Parking Notes
Basecamp on west side of Signal Street between B60 and Admiral Higbee Way - April 3-7
Signal St. lots G, C & B

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STORMWATER: SPECIAL EVENT PERMITS

ENVIRONMENTAL PERMIT CONDITIONS:

1. All necessary precautions shall be taken to prevent trash from entering the storm drain system.

2. A map indicating the location of catch basins on the event site shall be provided to the Permittee by the Los Angeles Harbor Department (LAHD). It shall be the responsibility of the Permittee to coordinate with the LAHD's Director of Environmental Management to ensure that all catch basins on the event site are covered prior to the event or any substantial preparation of the site for the event. Catch basin covers shall not present a hazard to health or property during the event.

3. Adequate trash receptacles shall be provided by the Permittee during the special event.

4. It shall be the responsibility of the Permittee to ensure that the site is properly cleared of trash, debris, and waste following the special event. The Permittee will also ensure that catch basin covers are removed from catch basins once the event and site clean up has been completed.

DRAFT

The Port of Los Angeles
City of Los Angeles Harbor Department
Supplemental to all Harbor Approved Film Permits

Filming on Port property is subject to the following terms and conditions:

1. Smoking and parking of automobiles, not essential to the permitted activity, on wharves or other facilities of the Harbor Department, is prohibited.

2. Premises used and/or occupied during filming activities shall be maintained in a clean and sanitary condition. Debris shall not be allowed to accumulate and shall be promptly removed by permittee.

3. Use of property under the jurisdiction of the Harbor Department is subject to approval of the Harbor Department and/or tenant having lease control of the premises.

4. Permittee shall relieve, indemnify, protect and save harmless the City of Los Angeles, and each and every of its tenants, Boards, officers and employees, from any and all claims and liability for death of or injury to persons or damage to property that may arise from or be caused by the occupation or use of premises by permittee under the provisions of the film permit, or by the negligence of the permittee, its agents, officers or employees.

5. Permittee may furnish its own security services for the protection of permittee's own personal property and equipment. No armed security is permitted on Port property or pursuant to the film permit.

6. Permittee agrees to hire the appropriate Los Angeles Port Police Officer(s) and/or Port Security Officer(s), if deemed necessary by the Port, for the duration of filming activities. The primary duty and function of the officer is to maintain the safety and security of the Port, its tenants, its users, and to ensure that filming activities are conducted safely and within the terms and conditions of the film permit. Officers may be required to enforce tariff, local, or state laws and provide appropriate law enforcement assistance to the permittee during the course of their movie assignment.

7. Permittee agrees to restore premises and any alterations to Harbor Department facilities to their original condition subject to the approval of the Harbor Department.

8. Permittee agrees to obtain any other permit as may be deemed necessary by the Wharfinger Division or by other divisions or sections of the Los Angeles Harbor Department.

9. Filming not to interfere with the operations of the Port.

10. Copies of the Harbor approved Film LA permit must be present at all filming locations and presented to any Harbor Department representative upon demand. Violations of laws, regulations, or the film permit may cause the film permit to be revoked.

11. A Harbor Engineer's Permit is required before altering Port Property

12. The Permittee shall conform to all requirements of the City of Los Angeles Department of Building and Safety, L.A. Fire Department, and any other City, State, or Federal agency requirements.

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Permit #F00135741-A

RISK MANAGEMENT AIRCRAFT INFO

COMPANY

Company Name: EPT, LLC dba Pro-Cam Rentals' Aerial Division
Aircraft Owner: EPT, LLC
Company Address: Pro-Cam USA Headquarters
9660 Lurline Avenue
Chatsworth, CA 91311
Company Phone: (818) 717-0354
Previous Employers: Lionsgate, Universal Pictures, Warner Brothers, Paramount Pictures, Disney Pictures, Sony

OPERATIONS

FAA 333 Exemption: FAA Authorization #16721
Part 107: Compliant
EPT Safety Team: All flight crew members train and certify on Flight Operations and Safety through EPT's testing and certification program
Remote Pilot in Command pilots the UAV
Camera Operator operates the camera
UAS Technician maintains the equipment
Visual Observer coordinates operations
Line of Sight: All flight operations are Line of Sight

AIRCRAFT

Year/Make Model: 2017 Gryphon Dynamics GD-28
FAA N Number: FA3TX3ELFL
Hull Value: $15,000
Max Weight/Speed: 66 lbs (with payload) / 35 mph

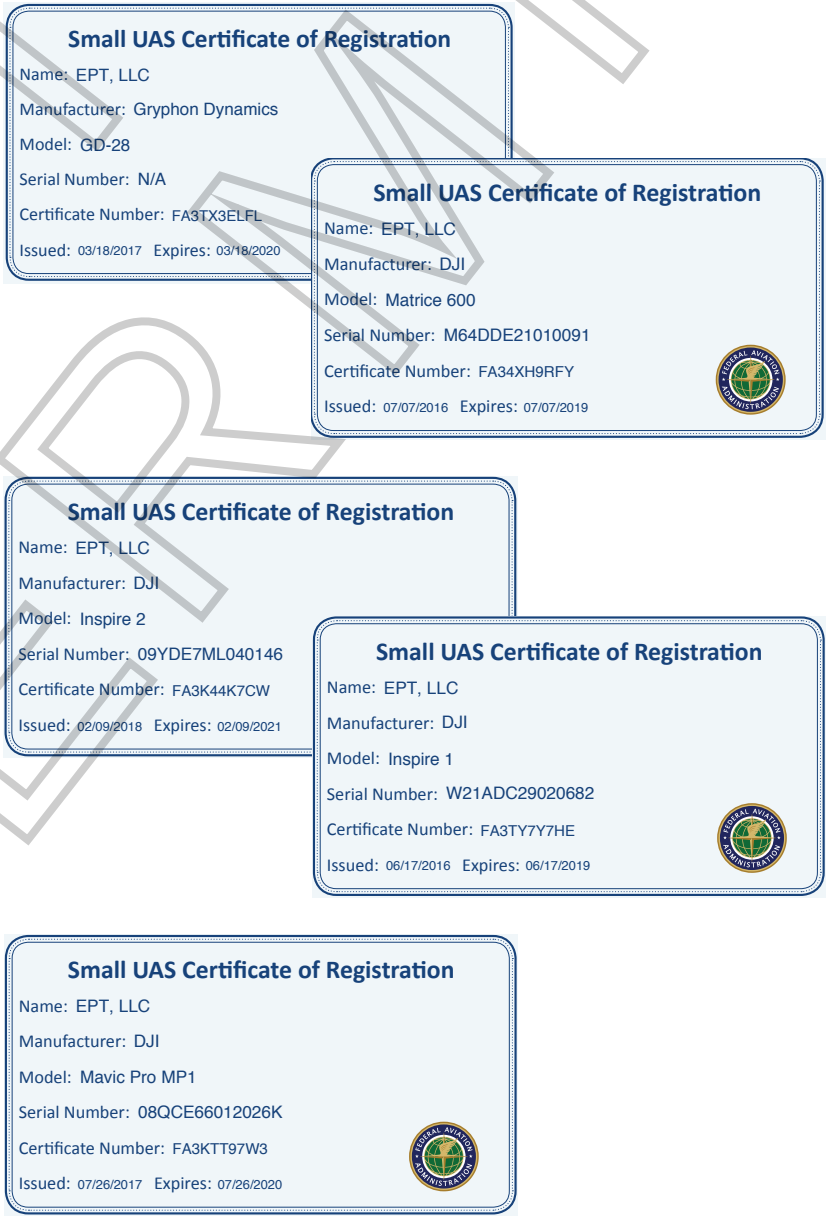
Year/Make Model: 2016 DJI Matrice 600
FAA N Number: FA34XH9RFY
Hull Value: $6,000
Max Weight/Speed: 33 lbs (with payload) / 40 mph

Year/Make Model: 2018 DJI Inspire 2
FAA N Number: FA3K447CW
Hull Value: $5,000
Max Weight/Speed: 9 lbs (with payload) / 58 mph

Year/Make Model: 2016 DJI Inspire 1
FAA N Number: FA3TY7Y7HE
Hull Value: $4,000
Max Weight/Speed: 8 lbs (with payload) / 40 mph

Year/Make Model: 2017 DJI Mavic Pro
FAA N Number: FA3KTT97W3
Hull Value: $1,200
Max Weight/Speed: 2 lbs (with payload) / 40 mph

Seating Capacity: *Unmanned: 0 passengers & 0 crew*



NOT A PERMIT

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CERTIFICATE OF WAIVER OR AUTHORIZATION

ISSUED TO
Any Operator with a valid Section 333 Grant of Exemption

This certificate is issued for the operations specifically described hereinafter. No person shall conduct any operation pursuant to the authority of this certificate except in accordance with the standard and special provisions contained in this certificate and such other requirements of the Federal Aviation Regulations not specifically waived by this certificate.

OPERATIONS AUTHORIZED
Operation of Unmanned Aircraft Systems in accordance with the operators' Section 333 Grant of Exemption at or below 400 feet Above Ground Level (AGL) in the National Airspace System (NAS).

LIST OF WAIVED REGULATIONS BY SECTION AND TITLE
N/A

STANDARD PROVISIONS

1. A copy of the application made for this certificate shall be attached and become a part hereof.
2. This certificate shall be presented for inspection upon the request of any authorized representative of the Federal Aviation Administration, or of any State or municipal official charged with the duty of enforcing local laws or regulations.
3. The holder of this certificate shall be responsible for the strict observance of the terms and provisions contained herein.
4. This certificate is nontransferable.

Note-This certificate constitutes a waiver of those Federal rules or regulations specifically referred to above. It does not constitute a waiver of any State law or local ordinance.

SPECIAL PROVISIONS

Special Provisions are set forth and attached.

This certificate has the same effective dates as the Grant of Exemption and is subject to cancellation at any time upon notice by the Administrator or his/her authorized representative.

BY DIRECTION OF THE ADMINISTRATOR

/S/

FAA Headquarters, AJV-115
(Region)

Scott Gardner
(Signature)

Acting Manager, UAS Tactical Operations Section
(Title)

This COA terminates two years from the date of a valid Section 333 Grant of exemption, unless sooner superseded, rescinded or cancelled.

FAA Form 7711-1 (7-74)

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

CERTIFICATE OF WAIVER OR AUTHORIZATION

ISSUED TO

EPT, LLC
Responsible Person: Michael-Ryan Fletchall
Waiver Number: 107W-2017-02202

ADDRESS –

601 East Charleston Blvd, #100
Las Vegas, NV 89104

This certificate is issued for the operations specifically described hereinafter. No person shall conduct any operation pursuant to the authority of this certificate except in accordance with the standard and special provisions contained in this certificate, and such other requirements of the Federal Aviation Regulations not specifically waived by this certificate.

OPERATIONS AUTHORIZED

Night small unmanned aircraft system (sUAS) operations.

LIST OF WAIVED REGULATIONS BY SECTION AND TITLE

14 CFR § 107.29 Daylight operation

STANDARD PROVISIONS

1. A copy of the application made for this certificate shall be attached to and become a part hereof.
2. This certificate shall be presented for inspection upon the request of any authorized representative of the Administrator of the Federal Aviation Administration, or of any State or municipal official charged with the duty of enforcing local laws or regulations.
3. The holder of this certificate shall be responsible for the strict observance of the terms and provisions contained herein.
4. This certificate is nontransferable.

NOTE—This certificate constitutes a waiver of those Federal rules or regulations specifically referred to above. It does not constitute a waiver of any State law or local ordinance.

SPECIAL PROVISIONS

Special Provisions Nos. 1 to 11, inclusive, are set forth on the attached pages.

This Certificate of Waiver is effective from July 3, 2017 to July 31, 2021 and is subject to cancellation at any time upon notice by the Administrator or an authorized representative.

BY DIRECTION OF THE ADMINISTRATOR

General Aviation and Commercial Division, AFS-800

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SPECIAL PROVISIONS ISSUED TO
EPT, LLC

General.

The FAA's Flight Standards Service has reviewed your application to ensure compliance with the requirements of 14 CFR § 107.200. The Administrator finds that the proposed sUAS operation can be conducted safely under the provisions of this Certificate of Waiver (Waiver) as listed below, because you have established adequate mitigations for risks involved with operating your sUAS in the manner you described. Adherence to the provisions of this Waiver establishes the required level of safety within the national airspace system.

This Waiver may be canceled at any time by the Administrator, the person authorized to grant the Waiver, or the representative designated to monitor a specific operation. As a general rule, this Waiver may be canceled when it is no longer required, there is an abuse of its provisions, or when unforeseen safety factors develop. Failure to comply with any provision listed below is a violation of the terms of this Waiver and may serve as justification for cancellation.

List of Regulations Waived by Section and Title. The following regulations are waived:

14 CFR § 107.29, Daylight operation, is waived to allow sUAS operations during night.

Common Special Provisions. The Responsible Person is directly responsible for safety of operations conducted under this Waiver and will ensure the remote Pilot in Command (PIC), manipulator of the controls, and Visual Observer (VO) complies with all provisions of this Waiver.

1. The Responsible Person listed on the Waiver is responsible to the FAA for the safe conduct of the operations. Prior to conducting operations that are the subject of this Waiver, the responsible person:
   a. Must ensure the remote PIC, manipulators of the controls, and VO are informed on the terms and provisions of this Waiver and the strict observance of the terms and provisions herein;
   b. Must ensure the remote PIC, manipulators of the controls, and VO are informed and familiar with part 107 regulations not waived; and
   c. The above must be documented and must be presented for inspection upon request from the Administrator or an authorized representative.

2. This Waiver must not be combined with any other waiver(s), authorizations(s), or exemption(s) without specific authorization from the FAA;

3. The FAA has the authority to cancel or delay any or all flight operations if the safety of persons or property on the ground or in the air, are in jeopardy or there is a violation of the terms of this Waiver;

4. Operations under this Waiver may only be conducted in Class G airspace unless a separate airspace Certificate of Waiver or Authorization specifically stating that night operations may be conducted in controlled airspace is received from the FAA, in accordance with § 107.41. The airspace Certificate of Waiver or Authorization to operate at night must be requested separately, and is not part of this Waiver;

5. A copy of this Waiver must be available during sUAS operations that are the subject of this Waiver;

6. The Responsible Person listed on this Waiver must maintain a current list of pilots by name and remote pilot certificate number used in the Waiver holder's operations. This list must be presented for inspection upon request from the Administrator or an authorized representative;

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7. The Responsible Person listed on this Waiver must maintain a current list of small unmanned aircraft (sUA) by registration number(s) used in the Waiver holder's operations. This list must be presented for inspection upon request from the Administrator or an authorized representative;

Night sUAS Operations Special Provisions. sUAS operations may be conducted at night, as defined in 14 CFR § 1.1, provided:

8. All operations under this Waiver must use one or more VO;

9. Prior to conducting operations that are the subject of this Waiver, the remote PIC and VO must be trained, as described in the Waiver application, to recognize and overcome visual illusions caused by darkness, and understand physiological conditions which may degrade night vision. This training must be documented and must be presented for inspection upon request from the Administrator or an authorized representative;

10. The area of operation must be sufficiently illuminated to allow both the remote PIC and VO to identify people or obstacles on the ground, or a daytime site assessment must be performed prior to conducting operations that are the subject of this Waiver, noting any hazards or obstructions; and

11. The sUA must be equipped with lighted anti-collision lighting visible from a distance of no less than 3 statute miles. The intensity of the anti-collision lighting may be reduced if, because of operating conditions, it would be in the interest of safety to do so.

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U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

May 25, 2016

Exemption No. 16721
Regulatory Docket No. FAA–2015–7353

Mr. Michael-Ryan Fletchall
EPT, LLC
601 East Charleston Boulevard, #100
Las Vegas, NV 89104

Dear Mr. Fletchall:

This letter is to inform you that we have granted your request for exemption. It transmits our decision, explains its basis, and gives you the conditions and limitations of the exemption, including the date it ends.

By letter dated October 7, 2015, you petitioned the Federal Aviation Administration (FAA) on behalf of EPT, LLC (hereinafter petitioner or operator) for an exemption. The petitioner requested to operate an unmanned aircraft system (UAS) to conduct aerial data collection, photogrammetry, photography, and closed set filming for the motion picture and television industries.

See the docket, at www.regulations.gov, for the petition submitted to the FAA describing the proposed operations and the regulations from which the petitioner seeks an exemption.

The FAA has determined that good cause exists for not publishing a summary of the petition in the Federal Register because the requested exemption would not set a precedent, and any delay in acting on this petition would be detrimental to the petitioner.

Airworthiness Certification

In accordance with the statutory criteria provided in Section 333 of Public Law 112−95 in reference to 49 U.S.C. § 44704, and in consideration of the size, weight, speed, and limited operating area associated with the aircraft and its operation, the Secretary of Transportation has determined that the aircraft identified by the petitioner meets the conditions of

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Section 333. Therefore, the FAA finds that relief from 14 CFR part 21, *Certification Procedures for Products and Parts, Subpart H—Airworthiness Certificates*, and any associated noise certification and testing requirements of 14 CFR part 36, is not necessary.

The petitioner proposed to use UAS that have previously been approved by the Secretary of Transportation under Section 333 of the FAA Modernization and Reform Act of 2012. UAS that have been previously approved by the Secretary, including the aircraft proposed by the petitioner, are found on the List of Approved Unmanned Aerial Systems (UAS) under Section 333. The list, which is updated monthly, is posted at www.regulations.gov under docket number FAA–2007–3330. The petitioner is also authorized to operate any UAS on that list, when weighing less than 55 pounds including payload while this exemption is valid.

The Basis for Our Decision

The FAA has issued grants of exemption in circumstances similar in all material respects to those presented in your petition. In Grants of Exemption Nos. 11062 to Astraeus Aerial (*see* Docket No. FAA−2014−0352), 11109 to Clayco, Inc. (*see* Docket No. FAA−2014−0507), 11112 to VDOS Global, LLC (*see* Docket No. FAA−2014−0382), 11213 to Aeryon Labs, Inc. (*see* Docket No. FAA−2014−0642), 12645 to Allied Drones (*see* Docket No. FAA–2014–0804), 11433A to Cape Productions (*see* Docket No. FAA–2015–0223), and 15005 to Thomas R. Guilmette (*see* Docket No. FAA–2015–5829), the FAA found that the enhanced safety achieved using an unmanned aircraft (UA) with the specifications described by the petitioner and carrying no passengers or crew, rather than a manned aircraft of significantly greater proportions, carrying crew in addition to flammable fuel, gives the FAA good cause to find that the UAS operation enabled by this exemption is in the public interest.

Having reviewed your reasons for requesting an exemption, I find that—

- They are similar in all material respects to relief previously requested in Grant of Exemption Nos. 11062, 11109, 11112, 11213, 12645, 11433A, and 15005;
- The reasons stated by the FAA for granting Exemption Nos. 11062, 11109, 11112, 11213, 12645, 11433A, and 15005 also apply to the situation you present; and
- A grant of exemption is in the public interest.

Our Decision

In consideration of the foregoing, I find that a grant of exemption is in the public interest. Therefore, pursuant to the authority contained in 49 U.S.C. 106(f), 40113, and 44701, delegated to me by the Administrator, the petitioner is granted an exemption from 14 CFR §§ 61.23(a) and (c), 61.101(e)(4) and (5), 61.113(a), 61.315(a), 91.7(a), 91.119(c), 91.121, 91.151(a)(1), 91.405(a), 91.407(a)(1), 91.409(a)(1) and (2), and 91.417(a) and (b), to the

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extent necessary to allow the petitioner to conduct UAS operations in accordance with the conditions and limitations listed below.[1]

Conditions and Limitations

In this grant of exemption, EPT, LLC is hereafter referred to as the operator.

Failure to comply with any of the conditions and limitations of this grant of exemption will be grounds for the immediate suspension or rescission of this exemption.

1. The operator is authorized by this grant of exemption to use any aircraft identified on the List of Approved Unmanned Aerial Systems (UAS) under Section 333 at regulatory docket FAA–2007–3330 at www.regulations.gov, when weighing less than 55 pounds including payload. Proposed operations of any aircraft not on the list currently posted to the above docket will require a new petition or a petition to amend this exemption.

2. If operations under this exemption involve the use of foreign civil aircraft,[2] the operator must obtain a Foreign Aircraft Permit pursuant to 14 CFR § 375.41 prior to conducting any commercial air operations under the authority of this exemption. Application instructions are specified in 14 CFR § 375.43. Applications should be submitted by electronic mail to the DOT Office of International Aviation, Foreign Air Carrier Licensing Division. Additional information can be obtained at https://cms.dot.gov/policy/aviation-policy/licensing/foreign-carriers.

3. *PIC certification*: Under this exemption, a PIC must hold either an airline transport, commercial, private, recreational, or sport pilot certificate. The PIC must also hold a current FAA airman medical certificate or a valid U.S. driver's license issued by a state, the District of Columbia, Puerto Rico, a territory, a possession, or the Federal Government. The PIC must also meet the flight review requirements specified in 14 CFR § 61.56 in an aircraft in which the PIC is rated on his or her pilot certificate.

4. *PIC qualifications:* The PIC must demonstrate the ability to safely operate the UAS in a manner consistent with how it will be operated under this exemption, including evasive and emergency maneuvers and maintaining appropriate distances from persons, vessels, vehicles, and structures before operating non-training, proficiency, or experience-building flights under this exemption. PIC qualification flight hours and

[1] In this exemption, UAS operations are restricted to aerial data collection, which includes any remote sensing and measuring by an instrument(s) aboard the UA. Examples include imagery (photography, video, infrared, etc.), electronic measurement (precision surveying, RF analysis, etc.), chemical measurement (particulate measurement, etc.), or any other gathering of data by instruments aboard the UA.

[2] *Foreign civil aircraft* means (a) an aircraft of foreign registry that is not part of the armed forces of a foreign nation, or (b) a U.S.-registered aircraft owned, controlled, or operated by persons who are not citizens or permanent residents of the United States. 14 CFR § 375.1.

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currency may be logged in a manner consistent with 14 CFR § 61.51(b), however UAS pilots must not log this time in the same columns or categories as time accrued during manned flight. UAS flight time must not be recorded as part of total time.

5. Under all situations, the PIC is responsible for the safety of the operation. The PIC is also responsible for meeting all applicable conditions and limitations as prescribed in this exemption and ATO-issued COA, and operating in accordance with the operating documents. All training operations must be conducted during dedicated training sessions and may or may not be for compensation or hire. The operation must be conducted with a dedicated visual observer (VO) who has no collateral duties and is not the PIC during the flight. The VO must maintain visual sight of the aircraft at all times during flight operations without distraction in accordance with the conditions and limitations below. Furthermore, the PIC must operate the UA not closer than 500 feet to any nonparticipating person without exception.

6. The UA may not be operated at a speed exceeding 87 knots (100 miles per hour). The exemption holder may use either groundspeed or calibrated airspeed to determine compliance with the 87 knot speed restriction. In no case will the UA be operated at airspeeds greater than the maximum UA operating airspeed recommended by the aircraft manufacturer.

7. The UA must be operated at an altitude of no more than 400 feet above ground level (AGL). Altitude must be reported in feet AGL.

8. The UA must be operated within visual line of sight (VLOS) of the PIC at all times. This requires the PIC to be able to use human vision unaided by any device other than corrective lenses, as specified on the PIC's FAA-issued airman medical certificate or U.S. driver's license.

9. All operations must utilize a VO. The UA must be operated within the VLOS of the PIC and VO at all times. The VO may be used to satisfy the VLOS requirement as long as the PIC always maintains VLOS capability. The VO and PIC must be able to communicate verbally at all times; electronic messaging or texting is not permitted during flight operations. The PIC must be designated before the flight and cannot transfer his or her designation for the duration of the flight. The PIC must ensure that the VO can perform the duties required of the VO.

10. This exemption, the List of Approved Unmanned Aerial Systems (UAS) under Section 333 at regulatory docket FAA–2007–3330 at www.regulations.gov, and all documents needed to operate the UAS and conduct its operations in accordance with the conditions and limitations stated in this grant of exemption, are hereinafter referred to as the operating documents. The operating documents must be accessible during UAS operations and made available to the Administrator upon request. If a discrepancy exists between the conditions and limitations in this exemption and the

NOT A PERMIT

procedures outlined in the operating documents, the conditions and limitations herein take precedence and must be followed. Otherwise, the operator must follow the procedures as outlined in its operating documents. The operator may update or revise its operating documents. It is the operator's responsibility to track such revisions and present updated and revised documents to the Administrator or any law enforcement official upon request. The operator must also present updated and revised documents if it petitions for extension or amendment to this grant of exemption. If the operator determines that any update or revision would affect the basis upon which the FAA granted this exemption, then the operator must petition for an amendment to its grant of exemption. The FAA's UAS Integration Office may be contacted if questions arise regarding updates or revisions to the operating documents.

11. Any UAS that has undergone maintenance or alterations that affect the UAS operation or flight characteristics, e.g., replacement of a flight critical component, must undergo a functional test flight prior to conducting further operations under this exemption. Functional test flights may only be conducted by a PIC with a VO and must remain at least 500 feet from other people. The functional test flight must be conducted in such a manner so as to not pose an undue hazard to persons and property.

12. The operator is responsible for maintaining and inspecting the UAS to ensure that it is in a condition for safe operation.

13. Prior to each flight, the PIC must conduct a pre-flight inspection and determine the UAS is in a condition for safe flight. The pre-flight inspection must account for all potential discrepancies, e.g., inoperable components, items, or equipment. If the inspection reveals a condition that affects the safe operation of the UAS, the aircraft is prohibited from operating until the necessary maintenance has been performed and the UAS is found to be in a condition for safe flight.

14. The operator must follow the UAS manufacturer's maintenance, overhaul, replacement, inspection, and life limit requirements for the aircraft and aircraft components.

15. Each UAS operated under this exemption must comply with all manufacturer safety bulletins.

16. UAS operations may not be conducted during night, as defined in 14 CFR § 1.1. All operations must be conducted under visual meteorological conditions (VMC). Flights under special visual flight rules (SVFR) are not authorized.

17. The UA may not be operated less than 500 feet below or less than 2,000 feet horizontally from a cloud or when visibility is less than 3 statute miles from the PIC.

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18. For tethered UAS operations, the tether line must have colored pennants or streamers attached at not more than 50 foot intervals beginning at 150 feet above the surface of the earth and visible from at least 1 mile. This requirement for pennants or streamers is not applicable when operating exclusively below the top of and within 250 feet of any structure, so long as the UA operation does not obscure the lighting of the structure.

19. For UAS operations where GPS signal is necessary to safely operate the UA, the PIC must immediately recover/land the UA upon loss of GPS signal.

20. If the PIC loses command or control link with the UA, the UA must follow a pre-determined route to either reestablish link or immediately recover or land.

21. The PIC is prohibited from beginning a flight unless (considering wind and forecast weather conditions) there is enough available power for the UA to conduct the intended operation and to operate after that for at least 5 minutes or with the reserve power recommended by the manufacturer if greater.

22. The PIC must abort the flight operation if circumstances or emergencies that could potentially degrade the safety of persons or property arise. The PIC must terminate flight operations without causing undue hazard to persons or property in the air or on the ground.

23. Air Traffic Organization (ATO) Certificate of Waiver or Authorization (COA). All operations shall be conducted in accordance with an ATO-issued COA. The exemption holder may apply for a new or amended COA if it intends to conduct operations that cannot be conducted under the terms of the enclosed COA.

24. All aircraft operated in accordance with this exemption must be registered in accordance with 14 CFR part 47 or 48, and have identification markings in accordance with 14 CFR part 45, Subpart C or part 48. For applicability and implementation dates of part 48 see 80 FR 78594 (Dec. 16, 2015).

25. Documents used by the operator to ensure the safe operation and flight of the UAS and any documents required under 14 CFR §§ 91.9 and 91.203 must be available to the PIC at the Ground Control Station of the UAS any time the aircraft is operating. These documents must be made available to the Administrator or any law enforcement official upon request.

26. The UA must remain clear and give way to all manned aviation operations and activities at all times.

27. The UAS may not be operated by the PIC from any moving device or vehicle.

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28. All flight operations must be conducted at least 500 feet from all persons, vessels, vehicles, and structures unless when operating:
    a. *Over or near people directly participating in the operation of the UAS.* People directly participating in the operation of the UAS include the PIC, VO, and other consenting personnel that are directly participating in the safe operation of the UA.
    b. *Near but not over people directly participating in the intended purpose of the UAS operation.* People directly participating in the intended purpose of the UAS must be briefed on the potential risks and acknowledge and consent to those risks. Operators must notify the local Flight Standards District Office (FSDO) with a plan of activities at least 72 hours prior to flight operations.
    c. *Near nonparticipating persons.* Except as provided in subsections (a) and (b) of this section, a UA may only be operated closer than 500 feet to a person when barriers or structures are present that sufficiently protect that person from the UA and/or debris or hazardous materials such as fuel or chemicals in the event of an accident. Under these conditions, the operator must ensure that the person remains under such protection for the duration of the operation. If a situation arises where the person leaves such protection and is within 500 feet of the UA, flight operations must cease immediately in a manner that does not cause undue hazard to persons.
    d. *Near vessels, vehicles and structures.* Prior to conducting operations the operator must obtain permission from a person with the legal authority over any vessels, vehicles, or structures that will be within 500 feet of the UA during operations. The PIC must make a safety assessment of the risk of operating closer to those objects and determined that it does not present an undue hazard.

29. All operations shall be conducted over private or controlled-access property with permission from a person with the legal authority to grant access. Permission will be obtained for each flight to be conducted.

30. Any incident, accident, or flight operation that transgresses the lateral or vertical boundaries of the operational area as defined by the applicable COA must be reported to the FAA's UAS Integration Office within 24 hours. Accidents and incidents must be reported to the National Transportation Safety Board (NTSB) in accordance with 49 CFR § 830.5 per instructions contained on the NTSB Web site: www.ntsb.gov.

For operations conducted closer than 500 feet to people directly participating in the intended purpose of the operation, not protected by barriers, the following additional conditions and limitations apply:

31. The operator must have an operations manual that contains at least the following items, although it is not restricted to these items.
    a. Operator name, address, and telephone number.

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b. Distribution and Revision. Procedures for revising and distributing the operations manual to ensure that it is kept current. Revisions must comply with the applicable conditions and limitations in this exemption.
c. Persons Authorized. Specify criteria for designating individuals as directly participating in the safe operation of the UAS. The operations manual must include procedures to ensure that all operations are conducted at distances from persons in accordance with the conditions and limitations of the exemption.
d. Plan of Activities. The operations manual must include procedures for the submission of a written plan of activities.
e. Permission to Operate. The operations manual shall specify requirements and procedures that the operator will use to obtain permission to operate over property or near vessels, vehicles, and structures in accordance with this exemption.
f. Security. The manual must specify the method of security that will be used to ensure the safety of nonparticipating persons. This should also include procedures that will be used to stop activities when unauthorized persons, vehicles, or aircraft enter the operations area, or for any other reason, in the interest of safety.
g. Briefing of persons directly participating in the intended operation. Procedures must be included to brief personnel and participating persons on the risks involved, emergency procedures, and safeguards to be followed during the operation.
h. Personnel directly participating in the safe operation of the UAS Minimum Requirements. In accordance with this exemption, the operator must specify the minimum requirements for all flight personnel in the operating manual. The PIC at a minimum will be required to meet the certification standards specified in this exemption.
i. Communications. The operations manual must contain procedures to provide communications capability with participants during the operation. The operator can use oral, visual, or radio communications as along as the participants are apprised of the current status of the operation.
j. Accident Notification. The operations manual must contain procedures for notification and reporting of accidents in accordance with this exemption.

In accordance with this exemption, the operating manual and all other operating documents must be accessible to the PIC during UAS operations.

32. At least 72 hours prior to operations, the operator must submit a written Plan of Activities to the local FSDO having jurisdiction over the proposed operating area.

The Plan of Activities must include at least the following:
a. Dates and times for all flights. For seasonal or long-term operations, this can include the beginning and end dates of the timeframe, the approximate frequency (e.g., daily, every weekend), and what times of the day operations will occur. A new plan of activities must be submitted prior to each season or period of operations.
b. Name and phone number of the onsite person responsible for the operation.

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c. Make, model, and serial or N-Number of each UAS to be used.
d. Name and certificate number of each UAS PIC involved in the operations.
e. A statement that the operator has obtained permission from property owners. Upon request, the operator will make available a list of those who gave permission.
f. Signature of exemption holder or representative stating the plan is accurate.
g. A description of the flight activity, including maps or diagrams of the area over which operations will be conducted and the altitudes essential to accomplish the operation.

In accordance with this exemption, the Plan of Activities and all other operating documents must be accessible to the PIC during UAS operations. A new Plan of Activities must be submitted should there be any changes to items (a) through (g).

Unless otherwise specified in this grant of exemption, the UAS, the UAS PIC, and the UAS operations must comply with all applicable parts of 14 CFR including, but not limited to, parts 45, 47, 61, and 91.

This exemption terminates on June 30, 2018, unless sooner superseded or rescinded.

Sincerely,

/s/
John S. Duncan
Director, Flight Standards Service

Enclosure

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FilmL.A. Inc. UAS QUESTIONNAIRE

(FOR MORE THAN 2 LOCATIONS, PLEASE USE AN ADDITIONAL FORM)

FilmL.A. Permit #: F00135741-A

Film Date: 4/6/18

Production Title: KFC Commercial

Production Company: Reset Content

Applicant Name: Michael-Ryan Fletchall

Location Address: Berth 60, Los Angeles, CA

Hours of UAS Activity: Civil Daylight

Location Address #2:

Hours of UAS Activity:

UAS Company Name: EPT, LLC dba Pro-Cam Aerial Division

UAS ON LOCATION INFORMATION

ANY RESTRICTED AREAS OR TEMPORARY FLIGHT RESTRICTIONS? ☐ YES ■ NO

UAS Make & Model: DJI Inspire 2 X7

UAS "N" # or registration #: FA3K447CW

UAS Make & Model: 2016 DJI Matrice 600

UAS "N" # or registration #: FA34XH9RFY

Class of Airspace that activity will occur in: ☐ B ☐ C ☐ D ☐ E ■ G

REMINDER: IF YOU ARE FLYING IN CLASS B, C, D, OR E AIRSPACE, ATC AUTHORIZATION IS REQUIRED FOR ALL UAS ACTIVITY.

UAS OPERATING AUTHORITY: ■ 333 EXEMPTION ☐ 14 CFR PART 107

333 EXEMPTION REQUIREMENTS

Name of Pilot in Command: Dacoda Bartels

Pilot's Phone #: (504) 458-4665

Name of Visual Observer: Michael-Ryan Fletchall

Visual Observer's Phone #: (818) 516-6780

PLEASE PROVIDE THE FOLLOWING:

- Copy of COA or Blanket COA
- Copy of POA with proof of submission to local FSDO
- Copy of Pilot's License

PART 107 REQUIREMENTS

Name of Remote Pilot:

Certificate #:

Remote Pilot Phone #:

Visual Observer: ■ YES ☐ NO

PLEASE PROVIDE THE FOLLOWING:

- Copy of Remote Pilot's Certificate
- Copy of UAS Registration Certificate for each UAS listed above
- Description of Planned Operations

WAIVERS

If you are requesting any of the following activity, please check all that apply and furnish proof of waiver from the FAA upon submission of this document to FilmL.A.

☐ Flight over non-participants (§107.39)
☐ Flight altitude restrictions (§107.51)
☐ Night Flight (§107.29)
☐ Operating from a moving vehicle (§107.25)
☐ Operating multiple small UAS' (§107.35)

FILMLA. USE ONLY

333 EXEMPTION

■ INSURANCE ■ PILOT'S LICENSE
■ COA ■ DOCS ATTACHED TO PERMIT
■ POA ■ VISUAL OBSERVER

PART 107 CERTIFICATE

☐ INSURANCE ☐ WAIVERS
☐ DOCS ATTACHED TO PERMIT ☐ DESCRIPTION OF OPS.
☐ REMOTE PILOT CERTIFICATE ☐ ATC COORDINATOR NOTE
☐ UAS REGISTRATION CERTIFICATE(S)

☒ Michael-Ryan Fletchall (APPLICANT) I ASSERT THAT ALL INFORMATION ON THIS FORM IS ACCURATE.

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